

COUNTRY

Eastern Germany

REPORT NO.

TOPIC

Oranienburg Airfield

EVALUATION

see below

PLACE OBTAINED

25X1

DATE OF CONTENT

25 July to 19 August 1952

25X1

DATE OBTAINED

DATE PREPARED 23 September 1952

REFERENCES

PAGES

3

ENCLOSURES (NO. & TYPE)

1 Sketch on ditto

REMARKS

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1. When Oranienburg airfield was still occupied by an air unit, tow bars fitted to trucks were used for towing the aircraft. These bars were iron tubes 6 cm in diameter which had a wall thickness of 8 mm. There were two types of bars with a length of 4.75 and 5.25 meters respectively. At both ends the tube was compressed and a circular hole, 40 mm in diameter, was punched into the bar for the cotter bolt. The tow bars were connected to the couplings at the rear of Soviet trucks or, sometimes, also under the radiator. The tow bars were only observed on the trucks used by the air force unit at Oranienburg airfield. did not know whether the tow bars were being changed in an organizational workshop. The cotter bolts for the bars were 12 cm long and 35 mm in diameter. *

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2. From the pieces of laundry turned in to the laundry by the air force unit quartered in the restricted Weisse Stadt Settlement, source inferred that the personnel strength remained unchanged up to 13 August. During the preceding 14 days, the laundry was hauled on a horse-drawn vehicle

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3. After 6 August, about 30 women excavated a ditch, about 50 cm deep and 30 cm wide, which extended from the transformer station at Velten Bridge toward the northwest as far as the runway. At the end of the ditch near the runway, a tower about 4 meters square and 10 meters high having a platform at its upper section which was provided with a sloping roof, was under construction.

4. On 7 August, two wooden reels with underground cable were observed near Wilhelminenhof. The cable was about 8 cm in diameter. It was not laid up to 11 August.

5. Wooden poles, about 50 meters apart, were being set up along the eastern side of the runway including the scheduled extension strip.

6. Between 4 and 11 August, boards, planks, squared timber, rails and ties arrived at the field. The rails and ties were stored along the runway and scheduled extension strip.

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7. On 1 August,

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[redacted] the date for the beginning of construction work on the runway was not yet fixed, that extension work would last until the spring of 1953, and that work will have to be done in three shifts instead of two as previously planned in order to meet the target date of completion. He also said that lighting facilities for the construction site would be built and that the old runway was scheduled to be provided with a new cover.

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8. Between 9 and 16 August, [redacted] preliminary work for the extension of the runway was in progress. Field railway locomotives, construction timber, rails, wooden mats and cement arrived at the field.

9. An underground cable was laid from Veltin Bridge as far as about the center of the field. The bare structure of a temporary building, about 20 x 30 meters, was completed at the end of the cable ditch. Next to this building there was a high tower the upper section of which was of plexiglass. Two rows of poles for telegraph and electric lines extended across the field.

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[redacted] that another hangar was to be built. The hangar which already existed at the field was to be repaired. [redacted] some of the workers would be quartered in the Weisse Stadt Settlement and others at the field.

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11. Between 11 and 19 August, preliminary work for the scheduled construction at the field continued. Narrow-gauge field railway tracks were laid along the runway and beyond its end toward the staked off sodded terrain. A shed was erected by the side of the old runway at its half way point. A row of masts fitted with insulators extended from this shed as far as the sodded terrain. Work was being done on another row of masts. The staked off area where the runway was to be extended was plowed and grading was started there. Along the canal there were aircraft wrecks the wings of which were being dismantled and shipped away, while the fuselages remained in the bushes. A plane which was recently parked near the hangar was being stripped.

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12. On 12 and 13 August, [redacted] observed that about 100 laborers were engaged in preliminary work for construction on the runway. Masts, 50 meters apart, were set up along the runway and its southern extension strip. Seven masts were observed along this extension strip. The narrow-gauge field railway track along the runway was being extended as far as the last light pole. Another track was being laid along the runway. [redacted] a sketch of the airfield. **

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13. A wooden tower without a roof was being erected at the end of the cable ditch in the middle of the field. Two rows of masts, some of which were fitted with lines, extended from this tower. Poles were set into the ground next to the tower, probably for a large shed.

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* [redacted] Comment. It is believed that the tow bar is attached to the nose of the plane and, by means of wire ropes, also to the main landing gear in order to obtain a better distribution of the tensile forces.

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** [redacted] Comment. The information of [redacted] with previous statements on preliminary work at the field. The information that another hangar is scheduled to be built is received for the first time and requires confirmation. For layout sketch of field installations, see Annex which is furnished by source 4.

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The connecting lane, item 8a, which leads from the apron in front of the hangar toward the runways, items 6 and 8, meets runway 8 at a right angle. Between the two runways 6 and 8 and connecting lane 8a, there is a sodded triangle. The remaining sections of the old east-west runway, item 8b, extend about 40° meters south and 30 meters north of runway 6 and 100 to 150 meters north of runway 8. The area between these sections is covered with grass. The concreted section 7b which was previously referred to as a turning disk is actually rectangular. [redacted] not state whether there were filling plugs. An underground tank installation was observed in the angle formed by Birkenallee and the connecting lane 7e. This installation seemed not to be in operation because of the debris scattered about.

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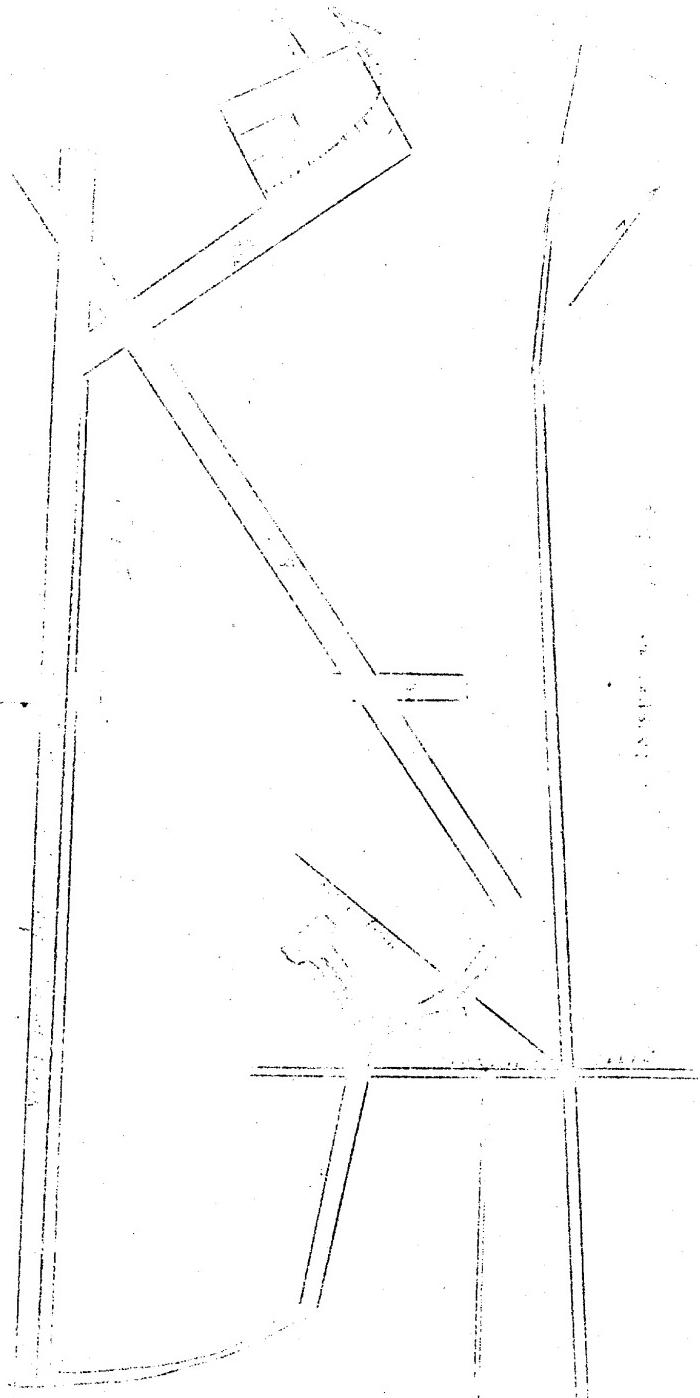
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Annex

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